BMW GROUP

Corporate Communications

Media Information
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BMW 3 Series combines product sustainability and short distances within site cluster

- Holistic sustainability approach extended to other BMW 3 Series drive train variants
- Supply chain, high secondary material content and short distances within Bavarian production cluster help reduce CO_2e footprint
- BMW Group sites in Dingolfing, Landshut, Irlbach-Straßkirchen and Munich combine specialisation with short distances

Munich. With the new BMW 3 Series Sedan, the BMW Group is systematically extending its holistic approach to sustainability to the fully-electric variant and combustion-engine model. From the supply chain and production, through to the use phase and recycling, key levers have been optimised with the aim of reducing the CO_2e footprint throughout the vehicle lifecycle. The Bavarian production cluster plays an important role in this: Plants Dingolfing, Landshut, Irlbach-Straßkirchen and Munich bring together core expertise, reduce transport distances and efficiently integrate specialised production steps.

Focus on supply chain decarbonisation

The supply chain is a key lever for reducing CO_2e emissions. In this area, the BMW Group relies, in particular, on renewable energy and higher secondary material content, as well as product and process innovations. The measures are systematically applied to all drive train variants of the new BMW 3 Series. Already during the product development phase, supply chain CO_2e emissions were reduced by around 37 percent for the BMW i3 and by around 30 percent[1] for the variant

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[1] The figure provided is a preliminary forecast value. The final figure will be published with the Vehicle Footprint (VFP) prior to the Start of Production (SOP).

with an internal combustion engine. A particular focus is on battery cells and the use of aluminium.

The Gen6 battery cells for the BMW i3 rely on secondary materials for a portion of their cobalt, lithium and nickel. The BMW Group also uses renewable energy in the production of anode and cathode materials, as well as in cell manufacturing. In comparison with the Gen5 cell in the BMW i4, the CO_2e footprint per watt-hour was reduced by approx. 33 percent.

Systematic use of secondary materials

Measures implemented in the supply chain and at the company's own facilities enable a high secondary material content in the new BMW 3 Series – also for heavy-duty components. These include aluminium suspension components such as wheel rims, swivel bearings and wheel supports, which rely on electricity from renewable sources for both electrolysis and production. Secondary material is also used for the car body: The bonnet is made of approximately 70 percent recycled aluminium. In the battery-electric BMW i3 50 xDrive, around 31 percent of the total vehicle consists of secondary materials; in the BMW 3 Series with internal combustion engine, the share is around 25 percent[1].

BMW Group sites combine sustainability with specialisation

The Dingolfing, Landshut, Irlbach-Straßkirchen and Munich facilities pool core expertise within the Bavarian production cluster. Short transport distances and closely integrated processes unlock potential for reducing CO_2e emissions.

"The cluster approach to BMW production is directly linked to the concept of sustainability: Short distances and close proximity are key characteristics of a

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cluster, creating direct economic, environmental and social sustainability benefits through regional networking and concentration. A regional production cluster, like at BMW, creates added value for the economy, people, the environment and, of course, the region," explains Prof Dr Rudolf Juchelka, Chair of Economic Geography, especially Transport and Logistics at the University of Duisburg-Essen.

Landshut: Light metal and components expertise

BMW Group Plant Landshut is the company's largest component plant worldwide and a centre of in-house manufacturing expertise. The light metal foundry produces parts for electric drive trains, as well as engine components such as crankcases and cylinder heads. For the new BMW 3 Series, the facility is also manufacturing the e-drive housing for the rear axle of the fully-electric variant, alongside crankcases and cylinder heads for the combustion-engine model. The corresponding drive trains are produced at BMW Group Plant Steyr in Austria, which has been a source of drive train expertise within the production network for over 40 years.

The Landshut site combines long-standing aluminium and foundry know-how with specific sustainability measures, such as using aluminium from recycling loops and material produced in part with electricity from renewable sources. In-house component manufacturing strengthens material expertise, conserves resources and supports close integration of production processes.

Irlbach-Straßkirchen: "Local for local" high-voltage batteries

Construction of the new assembly site for sixth-generation high-voltage batteries at Plant Irlbach-Straßkirchen got underway in spring 2024. In line with the "local for local" principle, the plant will supply high-voltage batteries for the BMW i3 from October 2026. This strengthens regional structures, reduces transport distances

and helps secure jobs. At the same time, close cooperation between the German pilot plants and series production facilities worldwide supports the global production network. Key components for the BMW i3 will be manufactured close to vehicle production and transported to Munich on electric trucks.
The plant requires no fossil fuels for regular operations. A photovoltaic system generates a share of the electricity required directly on site. All additional energy needed is supplied entirely from renewable sources. The process is designed so that no water is required for assembling the high-voltage batteries. In this way, the site is combining the industrialisation of electromobility with lower emissions and resource-efficient production.

Munich: Transformation towards the BMW iFACTORY

BMW Group Plant Munich produces vehicles for the Neue Klasse, following the principles of the BMW iFACTORY, with a focus on efficiency, digitalisation and sustainability. The site obtains all the external power it requires from renewable sources. The plant is also committed to responsible use of resources – for example, through the material loop in the press shop: Steel and aluminium scrap generated while punching body parts is collected and separated by material type, recycled and subsequently used to manufacture new coils.

Dingolfing: Renewable energy and process heat

BMW Group Plant Dingolfing combines efficient production processes with close integration with the surrounding component sites. All purchased electricity comes from renewable sources, with a portion generated directly on site. Since late 2025, a photovoltaic system on the plant's roof, with a capacity of just under 11 megawatt peak, has supplied electricity for the site.

A new biomass heating plant west of the vehicle plant also provides up to 100,000 megawatt hours of locally-produced heat from renewable energy sources. In this way, the facility can meet about half of its process heat requirements.

Efficiency during use phase

With its EfficientDynamics technology package, the BMW Group optimises vehicle efficiency across all relevant subsystems. This includes aerodynamics, lightweight construction, low rolling resistance tyres and overall energy management. EfficientDynamics has been used by the BMW Group across all drive technologies since 2007. The new fully-electric BMW i3 also features the "Heart of Joy", with the fully in-house developed BMW Dynamic Performance Control Driving Stack. The system enables effortless and confident drivability, with highly controlled deceleration to a standstill. At the same time, it enhances efficiency: During deceleration, more energy is recovered through recuperation – in significantly more driving situations, right down to a standstill. Gen6 drive technology components are also systematically optimised for efficiency.
Using so-called SiC technology in the electric drive units, it was possible to reduce energy losses by up to 40 percent.

Transparency through TÜV-verified Product Carbon Footprint

The BMW Group will publish the Product Carbon Footprint for the BMW 3 Series, validated by the German Technical Inspection Association (TÜV), to coincide with the series launch. The report, including the underlying calculation methodology and methods, will be publicly available. In this way, the BMW Group creates transparency around the raw materials used and CO_2e emissions throughout the vehicle's entire lifecycle.

The Product Carbon Footprint for individual components and materials is calculated in accordance with the Catena-X rules. The data ecosystem enables standardised data exchange, with traceability of emissions data throughout the value chain – from the extraction of raw materials to the end product.

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The BMW Group

With its four brands, BMW, MINI, Rolls-Royce and BMW Motorrad, the BMW Group is the world's leading premium manufacturer of automobiles and motorcycles and also provides premium financial services. The BMW Group production network comprises over 30 production sites worldwide; the company has a global sales network in more than 140 countries.

In 2025, the BMW Group sold 2.46 million passenger vehicles and more than 202,500 motorcycles worldwide. The profit before tax in the financial year 2025 was € 10.2 billion on revenues amounting to € 133.5 billion. As of 31 December 2025, the BMW Group had a workforce of 154,540 employees.

The economic success of the BMW Group has always been based on long-term thinking and responsible action. Sustainability is a key element of the BMW Group's corporate strategy and covers all products – from the supply chain through production to the end of their useful life.

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